

NOTICES

RECEIVED

PER

S. S. EMPRESS OF RUSSIA

A New Shipment of

VICTOR
RECORDS

Lists will be forwarded on

application to

S. Moutrie & Co., Ltd.

VICTOR AGENTS.

THE LATEST "SILENT AND SURE"

C. E. WARREN & CO., LTD.
30 & 32, Des Voeux Road, Central, Hongkong.

JUST ARRIVED

Large fresh Stock

OF

COCOA NUT OIL SHAMPOO

ALSO SELECTION OF HAT DYES

THE COLONIAL DISPENSARY

14, Queen's Road Central,

Tel. No. 1877

JAMES STEER.

9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

TEL. 2877

TEL. 2877.

EARLIER TELEGRAMS.

(Continued from Page 2.)

THE SITUATION IN MESOPOTAMIA.

London, Sept. 2.

A War Office communique states that the situation in Mesopotamia shows some improvement in the disturbed areas but is becoming more tense in districts not yet in open rebellion. The lower Euphrates and Hammar Lake neighbourhood are being seriously affected by agitation. Samawah railway station was attacked on the 29th and is still invested. A few casualties so far have been suffered by us. Muntak Arabs have been aroused by the preaching of the Jihad on the part of fanatics and the withdrawal of the British political officers by air alone saved them from being murdered. Samarra station was attacked on the 29th. The ferry was captured but was retaken by local levies by the 30th and the tribesmen dispersed. Istabulat station was attacked and burnt, but an attack on Sumicha station was beaten off. East of Mosul and Surchi the tribes seized Balas, attacking the garrison. Rowanduz garrison and Kingarban have been relieved.

THE STARVING MAYOR.

Boston, Sept. 3.

An Association of American Citizens has been organized to oppose disturbing foreign influences in America. It has protested to Secretary Colby against any intervention in favour of the Lord Mayor of Cork, on the ground that his starvation is self-inflicted and besides is no concern of the United States.

New York, Sept. 3.

The Association of American Citizens mentioned earlier is entitled the "Loyal Coalition." Its membership is drawn from all parts of the country. It is declared their purposes include "carrying on an educational campaign against all hyphenated interests which seek to disrupt relations with friendly nations, particularly the British Commonwealth, and annul the results of the late war."

BIG STRIKE OF AMERICAN MINERS.

Wilkes Barre, Penn., Sept. 3.

The biggest unauthorised strike in the history of the anthracite coal trades occurred this morning when one hundred thousand miners struck as a protest against the award of the Anthracite Coal Commission of twenty per cent. increase of wages. Many miners are pledged to strike until the minority report, which recommends a larger increase, is approved.

BRITISH COAL MINERS.

London, Sept. 2.

A special meeting of the Parliamentary Committee of the Trades Union Congress has been called at Portsmouth to-night to discuss the threatened coal strike.

The miners' delegates conference decided to hand in strike notices in all districts so as to terminate not later than the 25th Sept. It must not be assumed that the decision of the miners to hand in strike notices means that a strike is inevitable, for the notices do not expire before the 25th and much may happen before then. Although it is stated there will be no peace move or compromise by the miners, it is considered certain that other trade unions, particularly the Parliamentary Committee of the Trade Union Congress, which is meeting at Portsmouth next week, will make desperate efforts for peace and that, following the example of the railway strike, a negotiating body to meet the Government will be appointed. The situation therefore, though grave and critical, is by no means hopeless.

ELECTRO MAGNETISM.

London, Sept. 2.

The "Times" correspondent at Copenhagen says the centenary of Oersted's discovery of electro magnetism was celebrated on the 1st September.

JAPANESE AMBASSADOR.

London, Sept. 3.

Baron Hayashi reached Marseilles on the 2nd and is expected in London on the 4th.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

STRAITS LOSSES ON RICE.

Singapore, September 4.

The first meeting of Council in Penang in living memory was largely attended by the public. The Government, asked to reduce the price of rice, replied that it had not decided on a policy as yet, but a statement would be issued very shortly. The total loss on rice purchases, past and forward contracts, was twenty eight million dollars, of which the Colony's share was ten and a half million dollars.

STEAMER ASHORE.

Singapore, September 4.

The s.s. Altenburg, with 637 passengers on board, has gone ashore at Horsburgh and is leaking badly. The passengers have been transferred to another ship.

JAPANESE SLUMP AND LABOUR.

UNIONS IN A BAD WAY.

The Yomiuri says that the economic depression is hitting the Yui-kai and other labour organisations very hard. There are increasing arrears in the payment of monthly subscriptions by their members, many of whom are deprived of the means of livelihood, and it is all they can do to keep body and soul together. Some of these labour organisations are said to be on the brink of disorganisation—which will be a great blow to the labour movement in this country, which had made marked progress during the war. Leaders of these associations, who used to draw their salaries from their associations, are now compelled to have recourse to journalism, or whatever methods they can find to get money to support them and their families. Dr. Takano, whose name was prominently before the nomination of the labour delegate to the International Labour Conference at Washington, is apprehensive lest the labour movement in this country should receive a serious setback in the prevailing circumstances, and has conceived a plan for holding meetings of labour leaders connected with the various organisations in Tokyo and in Osaka to give a series of lectures to them.

The chief thing, however, is that the idea of unionism has made great progress. How far it was a flower of prosperity destined to fade when hard times come, remains to be seen. It is certain that trade unionism is dreaded by Japanese employers more than the plague, though the strikes which took place during the latter days of the boom were generally very soberly conducted, and nearly always ended in the admission that the strikers had good reason for their action. But the fact remained that they were confident of being able to resume work, where they were or elsewhere, whenever they chose. Now they are in very different case. One of the weak points about the earlier strikes was that, when the leaders were subsequently prosecuted and sent to prison, as frequently happened, the majority who had benefited by the concessions made, would stand by without remonstrance. This has done much to prevent the growth of any feeling of solidarity or mutual confidence, but it was very much the same thing in England in the early days of labour unions.

Now that times have changed, the Kyocho-Kai has a great opportunity for establishing itself firmly and perhaps replacing for a generation the labour movements. If it acts generously, forms benefit societies and is not too interferingly vexatious, it will be able to get the workers in as members of a nominally independent concern. It should also be able to make membership sufficiently valuable not to be lightly sacrificed. As for the amount of direction and interference exercised, the Japanese stand more of this than most people, and the claim that the relationship between employer and employed in Japan is more paternal than elsewhere is true to the extent that the Japanese workmen will stand a great deal of paternal legislation.

From most points of view the independence which flourishes in the freer air of an independent trade union is better for the personality of the workers than the dependence created by such a society as it is the aim of the Kyocho-kai to create, and the avoidance of class antagonisms is an advantage. But there is the danger that these antagonisms would only be nursed and ultimately break out in a more violent form. It is a parting of the ways for Japanese labour and it will be very interesting to watch the developments of the next few years. It is extremely unlikely that the Kyocho-kai, whatever its success, will be able to stay the march of such thought as is now considered dangerous to prevent the demand for different conditions.

BOKE FROM OFFICE BOY.

Mr. W. J. Reilly of Brooklyn, passenger manager of the Anchor Line, died recently from apoplexy. Mr. W. J. Hudson, assistant to the agent of the Anchor Line, said that Mr. Reilly entered the service of the line forty-three years ago as an office boy. For the past twenty-five years he had been passenger manager.

NOTICES.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR SPALDING'S ATHLETIC GOODS.

SHILLCOCK'S
FOOTBALLSSPECIAL NOTICE
TO
CLUB SECRETARIESFOOTBALL
JERSEYS

THE OPENING SEASON

FOOTBALL, CRICKET & HOCKEY

IS QUICKLY APPROACHING.

WE TAKE THIS OPPORTUNITY OF STATING THAT WE HAVE AN EXCELLENT SELECTION OF THE NECESSARY REQUISITES FOR THESE GAMES. MANUFACTURED BY WELL-KNOWN BRITISH MAKERS.

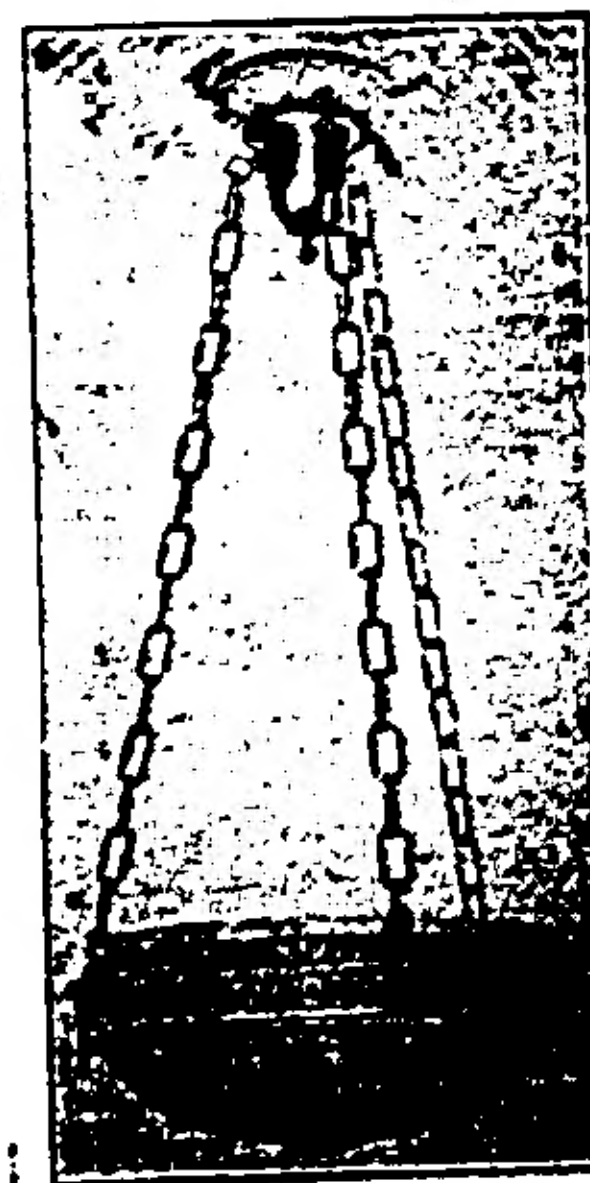
SPECIAL TERMS TO CLUBS, COLLEGES. AND SERVICE TEAMS.

WATSON'S
HYCIENOLA Powerful Disinfectant
Germicide & Deodorant.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Telephone No. 16.



FOR LIGHTING FIXTURES
OF SUPERIOR QUALITY
AND ARTISTIC DESIGN
PAY A VISIT TO OUR
SHOWROOMS.

UNION ENGINEERING
CO., LTD.

Chater Road, York Building.



SILVER WEAR!!

TROPHIES,

MEDALS,

ETC.

READY MADE OR MADE TO ORDER

EXQUISITE DESIGNS
HARMONIOUS WORKMANSHIP.

THE SINCERE CO., LTD.

SILVER WARE DEPARTMENT.

TO PREVENT COLLISIONS
AT SEA.WIRELESS COMPASS AND
WATER OSCILLATOR.

Rapid advancement in the science of radio telegraphy and telephony as a result of the war impetus has accounted for much of the increased safety at sea. (writes Dudley A. Nichols in a New York paper). Increased efficiency of radio communication alone furnishes no small measure of security. Navigation has been made more accurate through the use of the chronometer checked by wireless time signals. Ships off the Atlantic Coast nowadays may have their positions checked by radio compass observations taken from several separate shore stations.

Due to the efforts of George S. Davis, general manager of the radio telegraph department of the United Fruit Company, developments are now under way which have for their purpose the determination of a ship's position by radio bearings taken from the ship itself, and also the estimating of the relative positions and distances between vessels at sea. It is easy to grasp the magnitude of the value of such observations.

For example, ships' positions have been in the past obtained from bearings made from several widely separated shore radio stations, the intersection of these several lines of bearing indicating the nautical position with a fair degree of accuracy when plotted on a chart. But the trouble has been that mariners have been reluctant to depend upon these "radio positions" for the reason that there has been no way to check them from the ships. Masters are not exonerated if they get into difficulties while navigating according to another's observations. Now, the Pickard radio pelorus with which the United Fruit Company's ships are being equipped permits the navigator to make these observations from the bridge of his vessel. Bearings may be quickly taken on all of the shore or ship radio stations within range, and in this way not only can the vessel's position be plotted, but the relative position of other ships may be determined.

"RADIO BEACONS" IN FOG. It is of interest to learn that the installation of "radio beacons" at points along the coast is being urged. Nearly every one is familiar with the light-houses that dot almost every civilized coast; that wink out their bright beams far to seaward and warn mariners of shoal waters and other dangers. Each of these coastal lights has a regular system of flashes which identifies it, and it is by these that coastwise shipping is guided in great part. But sometimes these light beacons are shrouded in banks of fog and it is then that the "radio beacons" would prove invaluable.

Visualize this picture: A long, lean steamship is feeling her way along the Atlantic Coast. The night is murky, impenetrable and her white hull looms ghost-like through the darkness, merging without hint of outline into the pall of fog that has fallen since twilight—a great, moist cloud descended upon the ocean. Not a gleam of a star above shows through the blanket of mist; not a flash from the beacons on the coast. High upon the craft's bridge the navigator is rotating the graduated scale of a pelorus, hardly different from the ordinary pelorus that is used to take visual bearings from every ship except for the coil of wire, which is mounted on its top. A pair of small telephone receivers are clamped over his ears.

He notes down several readings, and going to the chart accurately lays out the precise position of the ship.

Through that shroud of fog and darkness are penetrating strong, clear flashes from the beacons on the distant coast; flashes, not of light that is so quickly obliterated by mist, but of radio vibrations that travel with the speed of light; vibrations invisible to the eye but by the triumph of science, made audible to the ear.

It is safe to predict that some day every coastal light will flash out a radio signal throughout the day and night in addition to its swinging beam of light at night.

SENDING WATER SIGNALS.

The location of other ships at sea has been made possible by the use of the Pickard pelorus in conjunction with another instrument of marine communication, the Fessenden oscillator. This instrument, the invention of Reginald Fessenden of Boston, conveys signals from ship to ship through the medium of the sea. It consists of a diaphragm, mounted externally on the vessel's hull, which is set into vibration by an electrical device. The vibration of this diaphragm is communicated to the surrounding water, and these water vibrations travel away in all directions from the vessel with a velocity of 4,710 feet a second. They receive these vibrations on another craft ten or twenty miles distant; it is only necessary to have a similar diaphragm, which picks them up and by means of another electrical contrivance renders them audible in a telephone receiver.

Mr. Davis, who is making experimental installations of the Fessenden oscillator and the Pickard pelorus on ships of the United Fruit Company, explains the ingenious method by which these two instruments are employed to determine the exact relative position of two or more vessels.

"When two ships equipped with this apparatus are proceeding in a fog," he says, "the oscillator, which has a range of ten to twenty miles, is kept in constant operation."

"Now suppose two simultaneous signals are sent out from one of the ships every ten seconds, one from the radio transmitter and the other from the oscillator transmitter. The radio signal traverses space at a velocity of 186,000 miles a second—virtually instantaneously as far as distances of less than a hundred miles are concerned, while the oscillator signal travels through the water at a constant speed of 4,710 feet a second."

"Aboard the ship which is receiving these signals, the navigator wears a double telephone headset so that he has a separate receiver over each ear. One of these receivers records the radio signal and the other makes audible the oscillator signal."

"Now these signals have a different tone pitch which distinguishes them. Therefore if the navigator on the receiving ship hears every ten seconds a high-pitched radio signal followed two seconds later by a lower pitched oscillator signal he immediately knows that the ship sending the signal is 9,420 feet distant."

LOCATING THE SHIP.

But as yet he knows only the distance and not the direction of bearing. He then throws a switch which connects his telephone headset to his radio pelorus and swings the pelorus scale around until he hears the radio signal at its greatest intensity. This gives him the exact bearing. Say, for example, that the pelorus indicator stands athwartship and pointing to starboard; then he knows that just a little less than two miles away on the starboard beam is the ship which is sending out the signals.

"Suppose the pelorus indicates that the ship is dead ahead and that the radio and oscillator signals are but a half second apart. This would indicate that in the path of the ship ahead and only 2,345 feet distant was another ship, and by veering off or changing course a collision could be averted."

Taken separately, the two instruments, pelorus and oscillator, have passed the experimental stage. But their use in the conjunction just described is yet being experimented with. A few installations have been made for testing purposes and to determine the practicability of this idea for avoiding collision at sea during fog.

However, there is some indication of its feasibility in a state-

ment by Mr. Davis. "The radio cabins on all new United Fruit Company ships have been designed with a view toward providing room for the installation of the submarine signalling apparatus or Fessenden oscillator," he says, "so that when it has been perfected to a stage where it is a material aid to navigation and safety of life at sea it can be immediately installed."

The oscillator has another use. According to Mr. Davis, in addition to its use as an aid to navigation, it lends itself quite readily to both telegraphing and telephoning through water.

"Telegraphic signals and telephone conversations may be carried on over distances of from five to twenty-five miles, depending upon the water characteristics," he says. "It is therefore possible and not improbable that we shall shortly be able to telephone from one ship to another through the water as we do at present over wire or by radio."

RADIO ON LIFEBOATS.

The radio pelorus is also being put to another use by the United Fruit Company. It will be remembered that at the time of the Titanic disaster there was considerable trouble experienced in picking up survivors from the lifeboats due to the fact that the boats had become separated and lost from one another. Plans have been projected on certain United Fruit ships which call for the equipping of all lifeboats with a small radio pelorus. And in addition to this the captain's boat will have a small radio transmitter, having a ten-mile range and capable of sending out intermittent signals for a number of hours.

Then, in case it should become necessary to take to the lifeboats, instead of trying to steer a definite course by group formation by always keeping dead astern of the captain's boat. With the pelorus this can be as easily done at night as in the daytime.

Advancement even in the ordinary ship's radio telegraph equipment can be observed. But a few years ago there was no emergency equipment, and the result was that when an accident occurred at sea which stopped the operation of the ship's engines and electric generator the wireless transmitter was likewise useless. And this was just the moment when the radio telegraph was most needed for sending out distress signals and summoning aid.

Just before the war this condition was somewhat remedied by the installation on most vessels of a small storage battery and emergency transmitter. This was called the auxiliary set and had but a short range. In fact, when it was usually needed it failed to work. And even if it did work, when the vessel's generator ceased running everything was plunged into darkness, and this always resulted in needless loss of life due to the faulty launching of lifeboats and other reasons.

But on the United Fruit Company's steamships to-day the radio cabin is the heart and pulse in time of danger. The operation of radio equipment is entirely independent of the ship's engines and generators. Each radio cabin has been equipped with a storage battery of 100 cells, which have a capacity of 225 ampere hours and a working voltage equivalent to that of the ship's generators. In case an accident occurs down in the vitals of a vessel which cuts off the regular source of lighting, this large battery is automatically thrown onto a separate electric lighting circuit and the ship is flooded with light as long as the battery in the radio cabin remains unexhausted. Incidentally the radio cabin is situated on the top deck.

This battery can, in addition to lighting the craft, furnish power for the continued operation of the regular wireless apparatus for many hours. There is in reality no auxiliary apparatus. Instead both the radio transmitter and receiver are installed in duplicate, so that if any accident occurs to the equipment regularly used, by a quick shift the other apparatus is ready for operation.

G. R. NOTICE.
QUEEN'S COLLEGE,
HONGKONG.

Term commences Monday, September 13th.
Applicants for admission should attend in the Great Hall at 9 a.m. on Saturday, September 11th.
Prospectus 1920-21 upon application to the Headmaster.

NOTICE.
JOSEPH BROTHERS

I hereby give notice that I have returned to the Colony and that the Power of Attorney given by me on behalf of myself and my firm to Messrs. Ruben Julian and R. M. G. Silva ceased to be effective as from the 9th August 1920.

(Signed) E. M. Joseph.
JOSEPH BROS.
Hongkong, 3rd September, 1920.

NOTICE.
We have this day authorised
Mr. S. TOYAMA to sign per
procuration.

K. KIMURA & CO.
Hongkong, September 6, 1920.

During the temporary absence of Mr. K. KIMURA from the Colony, Mr. S. TOYAMA has been given authority to act on his behalf, and is in charge of our Hongkong office.

K. KIMURA & CO.
Hongkong, September 6, 1920

LESSONS IN CHINESE.

MR. LI HON FAK, a Chinese graduate, former Lecturer in Chinese at the University of Hongkong, has been a teacher in Hongkong for over twenty years.
He has a good method of training European students in the Chinese language, and is a member of the Chinese Examination Board. He has also a good knowledge of Manchu and Hakka.
Those who intend learning the Chinese language are requested to write to No. 12, Central Road, Central and South.

NOTICE.
THE HONGKONG TUTORIAL &
EDUCATIONAL INSTITUTE

43, Bonham Road.
Opposite the University
Tel No. 732. P.O. Box 593
Principal
JOHN P. JONES, B.Sc., M.E. Min.
The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.
New Session has now commenced.
Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.
Private tuition can also be had in these subjects.
Prospectus on application.

Laymen hardly realize what tremendous strides have been made in radio telegraphy and telephony since the war and in the latter year or two of the war. Radio telephony is becoming passing common. It is not unusual for ships hundreds of miles at sea to be regaled with music sent out by wireless from some shore station. And by means of amplifiers and loud speaking telephones this music is increased in volume at the receiving stations until its original intensity at the transmitter is rivaled.
The operator of the steamer Zaccapa, of the United Fruit Company, recently reported to Mr. Pitcher, of that company's New York office, that while en route from Cuba to New York a radio telephonic concert, sent out from an experimental station at Deal Beach, New York, was picked up. "The music was amplified," the report says, "and reproduced by a loud-speaking telephone on the promenade deck. Twenty couples danced to this music at sea for three hours."

ST. JOHN'S HALL
UNIVERSITY OF HONGKONG

New Students of the University who desire rooms in this Hostel should apply at once to
Rev. E. Martin M.A.
ST. JOHN'S HALL,
The University.

NOTICE.
KOWLOON CRICKET CLUB.

A Grand Illuminated Promenade Concert will be held in the grounds of the K.C.C. on Saturday, September 11th, at 9 p.m. The Full Band of the Wiltshire Regiment will perform (by kind permission of Lieut.-Col. Wyndham and Officers), and several well-known local artists will appear. Admission \$1.00.

CONSIGNEES.
STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES.
From BALTIMORE

THE Steamship
"EASTERN CROWN"

having arrived from Baltimore via ports, on 6th September, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.
Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 13th Sept., 1920 by the Company's Surveyors, Messrs. Carmichael and Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 13th September 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.
Agents.
1st floor, Powell's Building,
12, Des Voeux Road Central,
Hongkong, 6th September, 1920.

NOTICE TO CONSIGNEES.

S. S. "DELIGHT"
From SEATTLE

The above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their cargo is being landed at their risk into the Yaumati Godowns Co., (at Yaumati typhoon shelter) and stored at Consignees' risk.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 13th inst. at 2.15 p.m. All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the goods have left the godown, and all goods remaining undelivered after 13th inst. will be subject to rent.

No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.

FRANK WATERHOUSE & CO.
As Operators,
U. S. Shipping Board,
1st Floor, Hotel Mansions.

NEW ADVERTISEMENTS.

QUEEN'S DISPENSARY.

NOTICE.

We beg to announce that

the Queen's Dispensary has

been removed to ST.

GEORGE'S BUILDINGS,

(OPPOSITE STAR FERRY).

HARPER AND CO. LTD.

NOTICE.
HONGKONG HOTEL CO. LTD

An Interim Dividend of \$5 per share has been declared for the half-year ending 30th June 1920. Such interim dividend will be payable on and after Tuesday, 14th September 1920 at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The Register of Shares of the Company will be closed from 7th to 14th September 1920 (both days inclusive) during which period no transfer of Shares can be registered.

By order of the Board of Directors.
J. H. TAGGART,
Manager.

Hongkong, 31st August, 1920.

NOTICE.

Mr. Charles Albert Bannerman Brooke has been admitted a Partner in our Firm as from 1st April, 1920.

The name of the Firm will remain unaltered.

PENTREATH & CO.

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO. LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office 2 Lower Albert Road, Hongkong, on TUESDAY the 21st day of SEPTEMBER 1920 at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1920.

THE TRANSFER BOOKS of the Company will be closed from 7th to 21st September 1920, both days inclusive.

By Order
M. MANUK,
Secretary.
Hongkong, 1st September, 1920

NOTICE.
THE GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Fifty cents per share has been declared for the half-year ending 30th June, 1920.

Such Interim Dividend will be payable on and after FRIDAY, 17th September, 1920 at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be closed from 6th to 16th September, 1920 (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors.
SHEWAN TOMES & CO.
General Managers.

WANTED.

WANTED.—Position by qualified Mechanical Engineer (British), possesses good knowledge of Electrical Work & Commercial Engineering. Apply Box 439 c/o "Hongkong Telegraph."

WANTED.—Lady Stenographer state experience and salary expected. Reply to P.O. Box No. 96.

SOME passengers of cars that passed Bonham Road No. 84, on Thursday about 11 p.m., were very kind in helping up two gentlemen with an Indian Motor Cycle on the ground. These passengers will greatly oblige by sending their address to Box No. 431 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Land at Kowloon, about 16,945 square feet, in a very desirable position for European dwellings. For full particulars apply to—Linstead & Davis, Alexandra Buildings, Hongkong.

FOR SALE.—6 Roomed House on the Peak, within 5 minutes walk of the Top Tram Station. For particulars Apply Box 432 c/o "Hongkong Telegraph."

NOTICE.

We have this day established ourselves as Consulting Engineers and Surveyors.

BEST & MAY,
13 Chater Road.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 9th September 1920,

commencing at 10.30 a.m.

at No. 18 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon
A Large Quantity of Flat, Round and Square Bar Iron, Steel and Iron Plates etc.

also

50 bales Cotton Bolting, ex S.S. Harold Dollar, arrived on 17th April, 1918

and
A Large Quantity of Sundry Goods.
Terms: Cash on delivery.

LAMBERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday the 8th. Sept., 1920.

Commencing at 11 a.m.

at Chan Choi Kee's Factory, No. 25 Whitfield (Shaukiwan Road)

1 Noodle Machine with accessories
1 Bread and Biscuit machine with accessories
1 Tin Making Machine with accessories

Also

A Quantity of Furniture and Shop Fittings
(all more or less damaged by fire and water)

Terms: Cash on delivery.

LAMBERT BROS.
Auctioneers.

FOR SALE.

MILNER'S SAFES
APPLY TO
LAMBERT BROS.
Duddell Street.

MUSTARD & CO.

Connaught Rd. Central

HOWE SCALES and WEIGHING MACHINES

Portable Platform Models
Portable Platform (Hill) Models
Grocer Models
Butcher Models
Post Office Models

The Howe Scale Co. are the greatest makers of America.
The name "Howe" is registered in Canada.

SOLE AGENTS IN

CHINA, HONGKONG

WATSON'S STONE GINGER-BEER

The ONLY fermented Stone Ginger-Beer in the Far East.

The real charm of Stone Ginger-Beer is the flavour produced by partial fermentation; without this no Stone

Ginger-Beer can be said to be genuine.

\$1.20 per dozen.

A.S. WATSON & CO., LTD.

STERILIZED WATER MANUFACTURERS.

Telephone 436.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 6, 1920.

GERMANY AND PEACE.

We, of the Allies, are not always inclined to give Germany the credit that is due to her for having played the straight game in the recent and still existing situation arising out of the Russo-Polish war. We have been inclined to look upon her with a certain amount of distrust, and this was, perhaps, inevitable owing to her close proximity with these warring nations. But the statement of Herr von Simons, the Foreign Minister, made before the Foreign Affairs Committee, must have shown to all thinking men and women that Germany had been tempted into a policy of neutrality. On the one hand she has been urged to collaborate with the Bolsheviks against the Western Powers and thus break the bonds of the Versailles Treaty. It takes but little imagination to realise that if Germany had cared she could thus have created a position of extreme gravity for the Allies—a position amounting to a renewal of the late war on a scale almost as titanic. Germany rejected that course "after mature consideration." It would have proved a desperate and hopeless adventure, but it would have revealed in her mind, full of the heavy demands she is now facing, might easily have dictated that serious course of action. And she has been courted, too, by the other side; has been the recipient of proposals that she should make common cause with the Allies against Russia. Such proposals must have been far more attractive, for her acceptance would inevitably have been followed by concessions under the Treaty. Her Foreign Minister decided that that course was also impossible, and he has given it forth that no power at war with Soviet Russia need count on Germany's support. The statements that Germany has concluded a secret agreement with either Russia or Poland, are, he says, absolutely false. All the negotiations with Poland for the purpose of settling frontier questions have been public, but, hitherto quite fruitless. And there is a complaint that because of these false statements a considerable amount of ill-feeling has been generated.

It takes a lot to convince some people that a late enemy can be in any way honest and we, ourselves, are none too prone to look for good, honest intentions in anything that Germany does. Such is human nature. Being human, we cannot at will disabuse our minds of the falsity and duplicity of Germans of the old regime, and there is a tendency to discredit any proposal or action that comes from this late enemy of ours. But that distrust and scepticism has to be lived down, or else we shall find ourselves living in a world with an unhealthy cleavage among the more civilised nations. And if Germany has done anything since the armistice helpful to the realisation of better confidence she has certainly done nothing greater or more valuable than her present stand to remain a neutral. In appraising the value of that stand we have to look at what would have been the position of affairs if she had gone another way, which we now see being waged. In with the Allies, Germany would have been an encouragement to a massed attack upon Russia, involving the overrunning of that country; and in with Russia it would have been a long and bitter struggle against two disappointed and desperate peoples. By remaining neutral Germany has contributed more than her mere pacificism; she has steadied Europe. And her sole gain is the privilege of being left alone to work out her own reconstruction and, at the same time, comply with the terms of Versailles.

We hold no particular brief for Germany, though we are quite prepared to be told that it seems as though we do. But we do hold brief for those men (irrespective of race) who are trying to get this sorry old world of ours back to a peaceable condition by means of peaceful action. We all want peace, but some want to go to war to get it; they want to be down with this and down with that, little realising that war breeds war. Germany is firm on the path of neutrality just now and we hope that nothing will induce her to leave it. Some day the world will be back to the conditions of peace that preceded 1914, and the aim of all should be to help the approach of that day. One of the preliminary requisites is the establishment of sympathetic relations and even friendships with late enemies. Otherwise, we shall wait for peace for ever. Therefore, when we see a praiseworthy act of discretion such as is referred to above, let us not be overloose to acknowledge it. Association is the begetter of many deeper feelings.

NOTES & COMMENTS.

THE UNIVERSITY.

The wise thing has been done by the issuing of a preliminary statement concerning the investigations carried out by the Commission appointed to enquire into the position and working of the Hongkong University. No better time could have been chosen than the eve of the opening of a new session. There have been so many rumours in circulation regarding the position of the University that it is only fair to the authorities, the staff and present and prospective students that an authoritative report should be made public. For it is only by frankness, in giving the actual facts, that wild imagination and unjust criticism can be brought to book. The general public and all interested in this institution are entitled to the truth, and if they have not yet been told all there is to tell (the statement now made is described as a preliminary one) they have at least been given the main discoveries made by the Commission and the principal recommendations which that Commission has made. That the finances of the University have got into rather a bad way is shown by the big deficits disclosed, but on the point as to how this has come about and whether it could have been avoided nothing is as yet said. There is, however, an inferential approach in the decision which has been come to "that the institution should at once be placed on a business footing." The presumption is that it has not been so based in the past, and that is borne out by the figures given.

THE FUTURE.

But in view of the exhaustive enquiries which have been made and of the future policy laid down in this preliminary report we can afford to let the past take care of itself. After all, it is the future that matters, and so long as the means taken to safeguard it and to fulfil the aspirations of the University's founders are adequate to the necessities, there need be no fear of the institution's drifting into a situation which all its well-wishers would deplore. In this regard we are glad to note that future ideals have been placed high. Not only are the present faculties to be maintained, but a higher standard is to be aimed at, and an early and wide expansion of its activities is urged, with certain specific recommendations for the accomplishment of this purpose. Incidentally, these resolves dispose of several unfounded rumours which have been in circulation for some time past. We commend the Commissioners for the breadth of vision they have displayed in making these proposals and for their determination to see to it that the University shall occupy its rightful position as the main centre of British educational influence in the Far East. If the University is worth maintaining—and it assuredly is—then its standard should never be allowed to decline. Its possibilities are greater and richer now than ever before. And it is cause for the utmost satisfaction that those whose advice has been sought are unanimous in that view. We wish the University a bright future, with an ever-growing sphere of real usefulness.

THE KAWNGTUNG UNREST.

In recent comments on foreign criticism of China, a Canton contemporary has been laying special stress on the point that the present unrest in Kwangtung has not affected foreign trade. That that is hardly the case is proved by a glance at the latest report on imports issued by the Hongkong General Chamber of Commerce. In regard to the piece goods trade there is no attempt made to blame the internal political troubles for the present state of the market, though an adverse effect has been felt from this cause, whilst the poultry business being done in cotton yarn is partly attributed to the unrest. So far as metals are concerned, however, it is definitely declared that the trouble in the neighbouring Provinces is putting a stop to the movement of cargo. These are hard facts from business sources, and it is obvious that unless peace soon comes the trade situation will grow worse rather than better. And bad trade hits the Chinese as much as the foreigner. When will China become really settled?

AMERICAN ACTOR DEAD.

A message from New London, Connecticut, announces the death of James O'Neil, a well-known actor.

DAY BY DAY.

NOTHING IS WRITTEN, DONOR BROUGHT TO PERFECTION ALL AT ONCE—Cicero.

Saturday's health return shows one case each of enteric (Indian) and of cerebro-spinal fever (Chinese). The latter was fatal.

We understand that Monsieur Gaujoni will shortly proceed to France on leave and that Mr. Louis Gain will act as Manager of Messrs. Brossard and Mopin in his place.

Mr. Denman Fuller's organ recital takes place to-night at 9.15 p.m., in St. John's Cathedral, and not on Monday next, as erroneously stated by a contemporary. Miss D. J. Brown is the vocalist.

The boatman of a licensed boat was this morning fined \$15 by Commander C. W. Beckwith, R.N., Marine Magistrate, for breach of the condition of his water boat licence by obtaining water from a place other than the Government works, namely, Gin Drinkers Bay.

The Fushimi Maru, which came in this morning from Seattle, brought 222 bags of mails. Only 12 bags of mails are indicated to have been dispatched from Vancouver on the 29th July, whilst the remainder include consignments from Seattle, Manila and Australia. These last were transhipped at Manila, and form quite a large consignment.

The Kwangtung Shat Yeh Poo, a Chinese daily newspaper, has been ordered by the Military Governor at Canton to suspend its publication for six days, the paper having published the statement that there had been a conflict between some administrative troops and the enemy, also known as the "people's army," in Shuntak. Mr. Cheng-chung, commander of the administrative force in Shuntak, a son of Tuchen Mu, took exception to the report and complained to the Military Governor. The *Chung Yuen Poo*, recently suspended, has been permitted to resume publication.

WEEK-END MISHAPS.

During the past two days quite a number of casualty patients have been admitted into the Government Civil Hospital.

On Saturday a Chinese, after his admission, succumbed to the effects of arsenic poisoning.

A female on the same day received treatment at the institution subsequent to a fall from a tram at Whitty Street whilst the car was in motion.

Two Chinese suffering from wounds in the head caused respectively by a hammer and a sharp instrument, were also admitted to hospital. The assailant of one of them has since been arrested by the Police.

Yesterday another Chinese, a boy 17 years of age, was sent to the Hospital by the Police. He fell from an upper floor of a house at Peel Street in an endeavour to evade arrest for a certain offence.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Tse Yam Chi	\$100
Hu Ek Shan	100
Li Wing Kwong	100
Yung Tsz Ming	100
Wong Yiu Tung	100
Yuen Hang Kim	100
Lo Cho Shan	100
Lo Chap Shan	50
Leung Yan Po	50
Li Yau Chun	50
Lo Su Hoi	50
Chan Hoi	50
Ma Wing Chan	50
Wong Kwok Shuen	50
Chau Pek Chuen	25
Thos. W. Simmons and Co.	10
Himly and Co.	5
Harold Seth	5
A. Weill	5
F. M. Weller	5

CURRENT COIN.

(BY "MERCATOR.")

The week has been uneventful in many respects. Continued disorder in South China and the unsettled condition due both to political disturbances and unstable credits have served to limit trade in many lines. The piece goods trade is suffering from the turmoil in Canton, Foochow and Swatow, and although Manchester and Bradford prices have been declining this has not tempted the Chinese to place orders. In rice there has been witnessed a firmer tone, rates having hardened some twenty cents per picul. Few people before my article in last week's *Telegraph* appeared to know that Cuba was buying in Hongkong, and publication of this fact has tempted the Chinese rice dealer to put up his price. The rice market is steady, and there is still a small enquiry from Havana, which is likely to materialise.

The metals market is also quiet, and there is nothing much to report. No business has been done during the week. Stocks in the hands of dealers are fairly heavy in many classes of iron and steel goods, especially in wire nails, steel bars and scrap materials. Prices, on the whole, have remained steady. The Japanese have been refraining from offering any stuff to the merchants here, and this has served to keep prices on the old plane. In quicksilver there has been a drop, the rate to-day being about \$135 per picul. Advices from Home state that the quotation in London has also declined to £18 3s. per flask, which is about \$162 per picul. The market for steel and iron goods is practically demoralised. This time of the year is usually quiet for metal merchants, and business is not expected to revive until after the Festival of the Bean Cakes, which falls at the end of September. The enquiry from Java, Singapore, Saigon and elsewhere has died off, substantiating my expressed belief that these centres are now in receipt of heavy stocks both of iron and steel goods from the United Kingdom and from America.

Some of the big Chinese rice hongs, known as "namahongs," are reported to be in a sad plight, a good few not being able to honour their commitments. They have suffered heavy losses through the failure of foreign firms to take delivery of the rice they contracted to purchase, and although they had a few months ago succeeded in weathering the storm the losses were too much for them to shoulder, and it is whispered that a couple of them will declare themselves bankrupt. John Chinaman is a philosophic fellow. He does not believe in throwing away good money after bad. If he finds that his debtor is on the rocks and is unable to pay him, he will not often harass him or put him in Court. He argues that such action will not be fruitful of any good, and may lead the other fellow to seek the refuge of the Bankruptcy Ordinance. He, therefore, prefers that his debtor should continue to go on and do business, hoping that one day when he makes money he may realise his claim. In the recent rice debacle we have seen how magnanimous the Chinese rice merchant has been. He had declared his readiness to take one-third of his claim in cash, to take another third in promissory notes payable within three years, and to surrender the balance.

Stocks of flour in the Colony are practically at the same level as last month. From present indications it seems certain that Australia will have a fair crop of wheat from the 1920-1921 harvest. An active campaign has been conducted by the various State Governments and Departments of Agriculture throughout the Commonwealth, with the object of inducing growers to increase their production of wheat. This appeal has been made because the Commonwealth Government recognises that the world next year will be very short of wheat, and great demands will be made on Australia's exportable surplus. In normal times Europe produces half the world's wheat supply, and consumes the surplus of the rest of the world. The normal production of Europe is two billion bushels, and it cannot be expected that production will be restored to normal for at least two or three years. Every European nation at the present time is clanking its

CASE AGAINST W. G. HUMPHREYS AND CO.

PLAINTIFF WITHDRAWS HIS CLAIM.

In the suit of H. G. Best against Messrs W. G. Humphreys and Co. for the recovery of \$750 for wrongful dismissal, before His Honour Mr. Justice J. R. Wood, Mr. Turner, for the plaintiff, informed the Court this morning that since appearing before his Lordship recently certain evidence had come to light and in face of that evidence the plaintiff wished to withdraw from the case, and to agree to judgment for the defendants with costs.

Mr. Blake (for the defendants): I wish to point out that this is in no way a compromise.

The Puisne Judge:—At the hearing evidence was called and the case on both sides was closed and judgment was reserved. Subsequent to that defendants have taken out a summons for leave to call further evidence in the case and that summons was heard in chambers and the plaintiff's solicitor did not oppose it. It appears from the evidence which was proposed to be called was shown in the affidavit and after considering the course that he has adopted. Judgment will be entered for the defendants with costs, excluding costs of Saturday.

for foodstuffs, and though European countries have quarantined their farmers extremely high prices for wheat, production has fallen far short of requirements. France, which normally raises 320 million bushels, produced but 163 million bushels in 1919. Italy with a guarantee of £1 per bushel produced but 160 million bushels as against a normal output of 220 million bushels. The greatest wheat field of the world—the great plains of South Russia—yields in normal times about one-fifth of the world's wheat supply—some 800 million bushels. What has happened in that region during the past two years has been shrouded in mystery, but there can be little doubt that the social and industrial unrest caused by the civil war and the revolution have made production fall far short of the pre-war standards. Canada and Argentina have not materially increased their acreage, and though India will probably have a surplus during the coming harvest, it will all be required for Eastern consumption, to make up for the shortage of the rice crop.

It will therefore be seen that the present position of the world's wheat supply is such as to cause importing nations the greatest concern, and any surplus which Australia may have will be well-come. As to the coming harvest, of course, no definite forecast can be made as to the turn-out, but it is quite certain that an exceptionally large area has been planted in response to the Government's earnest appeal. The volume of the crop depends largely on the weather conditions prevailing during this month and next.

People who hold rubber shares and have been buoyed by the recent rise in the price of rubber will be interested to read this from a Singapore contemporary. Optimism costs nothing (except to shareholders sometimes) even though it has been described as an attractive form of mental disease. Therefore, these remarks of a Singapore paper should give such shareholders food for thought. "We have noted," says this paper, "the recent course of rubber prices with some misgivings. Having regard to the present value of money, seventy to eighty cents per pound would have been a fair price four or five years ago. For labour, and the cost of super-vision, not to mention all the odds and ends of stores that are required on an estate for field work, for upkeep of buildings, for making of roads and the like have gone up enormously. An estate which is making ten cents clear over all-in cost is doing exceedingly well, and there are a good many, we suspect, that can scarcely show a profit margin at all. Naturally, when prices are low there is a tendency on the part of the individual estate to recover by large output. The profit on a thousand pounds at 50 cents is the same as the profit on 500 pounds at 10 cents, and so there is an inclination to aggravate the situation in general by attempts to relieve it in present time is clanking its

TO-DAY'S MISCELLANY.

The Inventions Commission has been hearing claims in connection with the balloon apron defence of London during the air raids. The representative of the Treasury, Mr. Trevor Watson, remarked that the first balloon apron was put into use probably in January, 1913, and the earliest date mentioned by any one of the claimants was 1913. The first general idea, Mr. Watson said, was put forward in that year in a letter to the Prime Minister, and the writer of the letter was named as being entitled to a consolation prize on the ground that in 1915 he made a suggestion as to "a mesh or streamer of barbed wire suspended from balloons." This and other points have the merit of definiteness. But so had a paragraph which appeared in the *Manchester Guardian* London Correspondence on August 19, 1908.

The paragraph quotes a retired artillery officer as writing to our London correspondent in regard to aerial defences thus: "They will be the simplest thing imaginable. Just have stationary balloons supporting a large-meshed net. No airship could get through that. One might be going at the rate of 80 miles an hour, but it would be entangled and brought to ground in no time. As for an airship lighter than the air, with 20-horse-power engines beating the wind—why, on a still day a man with a fishing-rod would haul in Nulli Secundus [the great airship of that day] as easily as he can haul to bank a swimmer in Lambeth Baths. If Nulli Secundus went within a salmon-cast of a good fisherman in one of these stationary balloons Nulli Secundus would be a prisoner in ten minutes." The officer who wrote those words, thirteen years ago, is still energetically interested in aviation.

The freight of mascots which, if they were all carried, might have sunk Sir Thomas Lipton's challenger this year is yet another symptom of the extraordinary growth of this superstition. Never was there, apparently, so widespread a craving for mascots as now. The war made them universal. The devotion of the stage to mascots has long been known; and more recently they have invaded the playing field. Mlle. Lenglen confesses to her reliance upon them. Vardon and other great golfers have used them, and there are, maybe, not many county cricketers this year who have not some sort of charm in their pockets when they go out to bat, while in every sport there are some who pin their faith to an ancient cap or some other article of equipment. Bridge-players are well known for their attachment to mascots. It is quite common, especially when women are playing, to see a curious assortment of little articles on the table. Certain once familiar mascots have gone out of fashion. Nonesmoking man-to-day would go up to thirty guineas for the once highly-valued caul—which, by the by, went wretchedly cheap at David Copperfield's christening.

Goodwood as a race meeting is the last rampart of the old aristocratic flavour of the sport. Nowadays we hear a good deal more of the "operations" of hooligans whose occupation is summed up vaguely but sufficiently in "going racing" than of racing as "the sport of kings" and their nobles. A big bank balance is much more important than an ancient lineage in the modern annals of the press. But the "dual meeting" is something more than a mere reference to the fact that Goodwood is a business proposition from which the Dukes of Richmond draw a considerable revenue, for it is emphatically true that at Goodwood the first half of the old saying about equality on the turf and under it lacks precision. The real people at Goodwood are those who stay with the Duke and pass duccally from Goodwood House to the Goodwood House stand; then follow a long series of gradations. It is to be within the pale to stay at one or other of the great houses within easy reach of the course—Petworth and so on; not quite the rose but very near it. Goodwood is the most beautiful race-course in the world; it is also the one race-course on which it is possible, with a little imagination, to recall the *Land of the Eighteenth Century*.

NOTICES.

THE MERCURY GARAGE CO.

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PROMPT SERVICE
REASONABLE CHARGES.
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ACCUMULATED STEEL.

REPORT FROM PITTSBURGH.

Pittsburgh, July 15.—In recent weeks various attempts have been made to estimate the tonnage of unshipped steel at mills, and of late the estimates quoted in this correspondence have ranged from 2,000,000 to 8,000,000 tons. An opportunity is now afforded to check these estimates. Before the Interstate Commerce Commission late last week representatives of the steel industry stated that there were 1,416,737 tons of steel ready for shipment in four producing districts, not including eastern Pennsylvania and the Chicago district. The figure does not include unfinished or semi-finished steel accumulated at mill awaiting further rolling at the mill, and accordingly the figure given is suggestive that the total accumulations of steel in ingot or more advanced form amount to something like 2,500,000 tons.

Seeing that the industry has never had an accumulation of steel in anything like this proportion and has always contended that it could not in general stock much steel, the tonnage accumulated is very impressive. Set against output, however, it is not altogether as impressive. The ingot output from January 1 to July 1 is known to have been about 21,000,000 tons, of which this accumulation would be 19 per cent., equivalent to five weeks of production at the average rate of the half year end about the same as set against the rate of production obtaining during June. The value of this 2,500,000 tons of steel, taking the finished product at invoice value and the semi-finished at its ratio to finished value, probably lies between \$175,000,000 and \$200,000,000. This is a large sum, but it includes profits, and the steel companies had large reserves with which to start the year, the Steel Corporation, for instance, reporting \$166,726,506 in cash.

WHAT DOES YOUR MIRROR REVEAL?

When a growing girl becomes pale, complains of exhaustion, dizzy spells, headaches and stomach trouble, she should know that these are evidences of anaemia or bloodlessness. A glance in the mirror will tell the story. There is immediate need for a tonic, a builder that will so completely restore the missing qualities to the blood that every part of the body will share in the benefit.

A good example of the result of wise treatment in a case of this kind is the story of Miss Catherine Maud Dias, a young lady residing at "The Zee," Flower Road, Colombo, Ceylon.

"About twelve months ago I broke down in health and became very weak and thin," she says. "I was troubled with a constant tiredness, did not want anything to eat; what food I took gave me acute indigestion."

"It was a trouble to get through the day, my back ached, and my legs and feet seemed weighted with lead. I suffered terribly with headaches, my nerves were jumpy and I became very pale, my eyes were sunken with deep dark rings underneath, and horrible spots floated over before me. I suffered much from pains in the back and sides. It was impossible to sleep at night, and bad dreams frightened me a great deal. Other irregularities of health added to the pain and despondency I suffered."

"Then a friend recommended me to try Dr. Williams' Pink Pills. I followed this advice, and soon after starting the treatment was surprised and delighted to find a marked improvement. My appetite increased and I was again able to enjoy meals free from those dreadful indigestion pains. Regularity returned; all the aches in my back and sides vanished, and as I continued with the use of Dr. Williams' Pink Pills I regained my lost weight and colour. Sleep came to me easily and no bad dreams disturbed me. I awoke in the mornings rested and fresh as the new blood began to permeate my whole system. In a very short time—after suffering so many months—all traces of anaemia left me. I am now strong and well. Thanks to Dr. Williams' Pink Pills my cure is complete."

Dr. Williams' Pink Pills for Pale People are sold by all druggists, or direct from the Dr. Williams' Medicine Co., 96 E. 12th Street, New York, N.Y.

Per bottle, \$3 for 6 bottles post free.

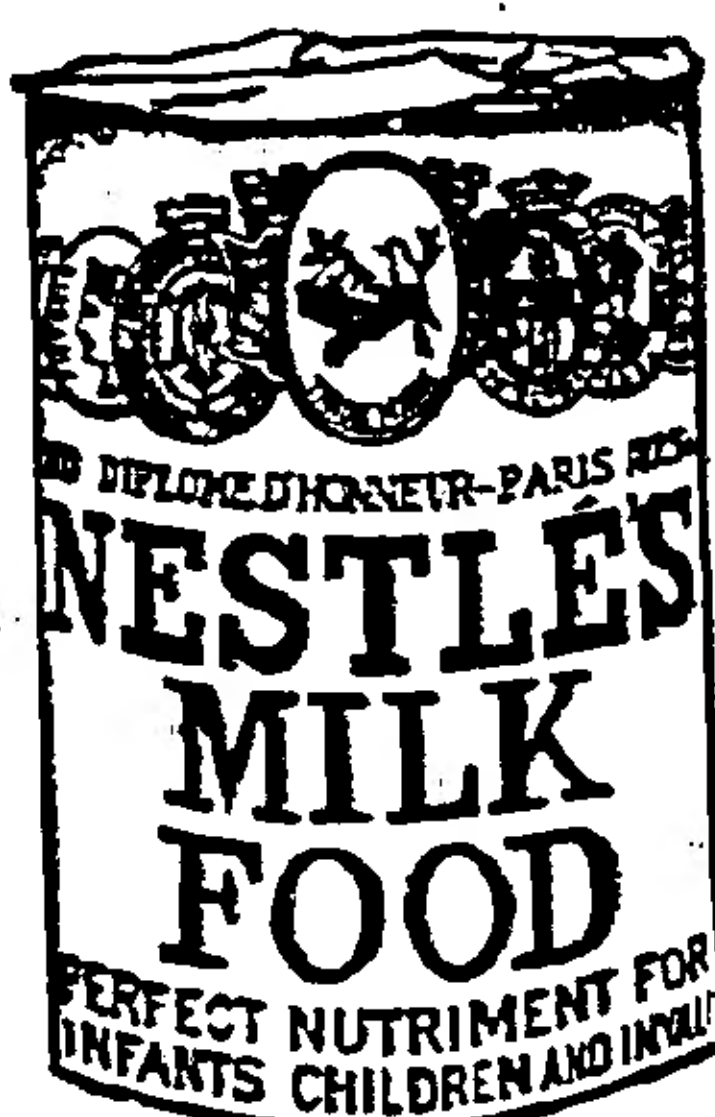
DAIRY FARM NEWS.

New Shipment just received

Gouda	Cheese	- 80	cents per lb.
Edam	"	- 80	" " "
Cream	"	- 30	" " pat
Picnic	"	- 30	" " jar

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BRINGS



JOY

TO

MOTHERS

- ASK WATSONS!

NAVAL NOTES.

In order to meet present requirements for seaman ratings, approval has been given, as a temporary measure, for the entry of youths into the Royal Navy as from September 1, when E Block at the Royal Naval Barracks, Devonport, was expected to be ready for their reception. Youths between the ages of 17 and 18 will be entered as Boys, 1st class, and paid as such, at the rate of 1s. 9d. a day. Particulars are also given by the Admiralty of the conditions under which petty officers and men of the seamen branch are eligible for re-entry.

GYRO-COMPASSES IN THE NAVY.

The Director of the Admiralty Compass Observatory at Ditton Park, Slough, Bucks—Captain F.O. Cresswell-Osborne, C.B. (retired)—is responsible for the efficiency of gyro-compass equipments in the Navy, and a new order states that he is in future to be informed whenever these instruments require repair or overhaul beyond the capacity of the ship's staff. This order is to apply before any such defects figure in defect lists, except in cases of emergency, when the Director is to be informed of the date of arrival at the refitting port. His representative will then be sent to confer with the officers of the ship and dockyard regarding the work to be done.

It is also notified that fitters who have undergone short courses at the Admiralty Compass Observatory are available at foreign yards for assistance if required, a notation being made of work done in the Gyro Log (Form S.1177). Attention is called to the importance of rendering this return regularly and inserting all matters of interest in connexion with the behaviour of the compass under sea conditions.

VOLUNTARY NAVAL RETIREMENTS.

With a view to obviating correspondence upon individual applications for retirement under the terms of the special scheme, the Admiralty have issued certain general regulations for the information of all concerned. It is pointed out that, except as laid

down in the separate order for junior accountant officers applications can only be considered for immediate retirement. Other officers who desire their retirement to take effect from some future date, should defer their applications until the date arrives, when consideration of them will depend upon their being still at that date a surplus of officers of their rank. Officers retired voluntarily are not eligible for leave except as provided in the final paragraph of Article 1398 (3) of the King's Regulations. All rates of retired pay and gratuity are calculated with reference to complete years of service or seniority in the rank, fractions of a year being in all cases ignored. Gratuities are in no case subject to income-tax or treated as income for the purposes of assessment for income-tax. Widows' pensions will be payable under the ordinary conditions to the widows of officers retired under this scheme provided that the officer was in receipt of retired pay before his death. Widows of officers retired with a gratuity only will not be eligible for widows' pensions. The only officers exempted from the rule rendering rates of retired pay liable to reduction to 1924, or subsequently, if the cost of living falls, are—(1) Captains and commanders, R.N., of all branches, and lieutenant-colonels and majors, R.N., who are granted retired pay on the ordinary scale. These officers will be eligible for any increase which may be granted hereafter in the ordinary rates of retired pay. (2) Lieutenant-Commanders, lieutenants, and mates of all branches, and officers of relative rank in the Royal Marines who retire upon the special rates of retired pay in paragraph 2 (a) of the scheme published on April 1. These officers will not be eligible for any increase in the special rates of retired pay in the event of the ordinary rates being increased.

ESCAPED NUN DISCHARGED.

The Australian Court which was deciding the case of Sister Ligouri, charged with being a large whilst insane, sat for four minutes. At the end of that time the escaped nun was declared sane and discharged.

NOTICES.

J. T. SHAW

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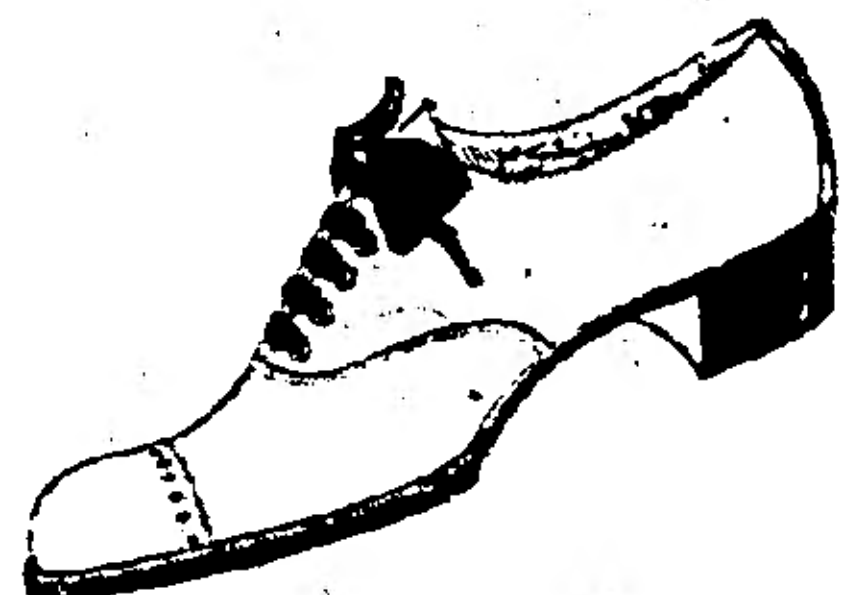
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RING UP—2230.

THE FIRST 100 AIRMEN.

PIONEERS OF AVIATION ENTERTAINED.

Survivors of the first hundred British airmen, who were entertained at dinner at the Connaught Rooms, London, were almost swamped by their fellow guests, the "Pioneers of British Aviation," a phrase which seemed to include a great many people only remotely connected with flight since its inception by Orville Wright seventeen years ago.

Of the first hundred granted flying certificates by the Royal Aero Club in England seventy-three are still living, in addition to two British pilots who took their certificates in France during the same period. Early aviation in England centred chiefly round Brooklands, and there were two tables reserved for Brooklands pioneers.

Colonel Moore Brabazon, whose name stands first on the list of certified British pilots, sat at the main table. Major General J. B. Seely occupied the chair, and sitting beside him was the Duke of York (who is a member of the Royal Air Force), and Air Marshal Sir Hugh Trenchard.

The Duke of York paid a warm tribute to the early pilots, who, with primitive machines, without any past experience and with not a vast deal of encouragement from anyone, solved the problem of flying and sowed the ground for the great harvest which the forcing power of the war caused us to reap.

"Speaking for myself," he continued modestly, "I am a very indifferent pilot, but I have flown sufficiently to realise what difficulties had to be overcome by those men and what courage was needed to surmount them, because I cannot deny that even in a well tuned and tested machine, after a course of instruction from a very experienced pilot, there have been occasions when I was very glad to get down on my own feet."

Col. Moore Brabazon, responding to the toast of the pioneers, amused the gathering with recollections of the early days—days when Rolle's chief worry

was not whether his machine would fly, but how he could find his way to Manchester, days when to save weight pilots went without their breakfast and took their boots off.

Mr. H. G. Wells, in a brief speech on the future of aviation, drew an amusing but gloomy picture of the possible state of aviation in Europe during the next twenty years if the present passport and visa system was continued, a system under which one might be searched twice at every frontier by ground authorities for matches, puppy dogs and illicit correspondence.

"The network of boundaries," he continued, "which covers Europe is a net which is likely to strangle all aviation for many years to come. The sovereign States of Europe are all of them too small for modern methods of transport. The situation is becoming intolerable. The next stage in the development of aviation will have to be a political stage."

No class of men, he added, were so directly concerned in setting up international world controls as those interested in air navigation. This control would have to be international. To approach the matter in the national or an imperialist spirit would cause hopeless fatality.

£17,000 WON IN GOLF MATCH.

This must surely be the most momentous round of golf ever played—momentous in its ultimate result. News of it came to me yesterday, says a *London Evening News* correspondent. The game was played on one of the sunbaked courses near Calcutta. On the spur of the moment the couple agreed that instead of the usual ball the stake be a ticket in the Calcutta Turf Club's Derby sweep. The match was won by one hole, and the loser purchased for the winner—a young Dundonian—a ticket in the sweep. The ticket drew Orpheus, the third horse in the Derby, and entitled the young man of Dundee to £17,000. This probably refers to Mr. Norman W. Chisholm, an Arbroath man, whose good fortune in winning £17,000 in the Derby sweepstakes was announced in the newspapers recently.

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Empress of Russia...	Oct. 21	Nov. 8
Monteagle...	Oct. 26	Nov. 19
Empress of Japan...	Nov. 9	Nov. 30
Empress of Asia...	Nov. 18	Dec. 6
Empress of Russia...	Dec. 16	Jan. 3
Monteagle...	Dec. 31	Jan. 24
Empress of Asia...	Jan. 13	Jan. 31
Empress of Japan...	Jan. 19	Feb. 9
Empress of Russia...	Feb. 10	Feb. 28

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the West Coast. Conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued.

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SAILING DATE.

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EUROPE, U.S.A., ETC.

Shiroya M. T. K. K.	Sept. 6
Alps M. O. S. K.	Sept. 7
Japan P. & O.	Sept. 7
Delight P. W. Co.	Sept. 8
Equador P. M. Co.	Sept. 8
Chicago M. O. S. K.	Sept. 9
Wawilona P. S. Co.	Sept. 9
Kaga M. N. Y. K.	Sept. 9
Achilles R. & S.	Sept. 9
Kansas R. L.	Sept. 10
Birmingham C. B. L.	Sept. 10
Egremont C. D. & Co.	Sept. 10
Fushimi M. N. Y. K.	Sept. 11
Lyson B. & S.	Sept. 11
Toba J. C. J. L.	Sept. 11
Cyclops B. & S.	Sept. 11
Jeypore P. & O.	Sept. 12
Egremont C. D. N. Co.	Sept. 12
L. Farrar R. D. Co.	Sept. 12
Brave Coeur S. & D.	Sept. 14
E. of Japan C. P. O. S.	Sept. 14
Vinita L. A. Co.	Sept. 15
Easterling P. S. Co.	Sept. 15
Cape May P. S. Co.	Sept. 15
Montague P. S. Co.	Sept. 15
Deuel S. & D.	Sept. 15
Melville D. R. D. Co.	Sept. 17
Yokohama N. Y. K.	Sept. 17
Suzuki B. L.	Sept. 20
C. of Dunkirk B. L.	Sept. 20
Honolulu M. O. S. K.	Sept. 20
Mentor B. & S.	Sept. 21
Kanawna P. & O.	Sept. 22
Tanyo M. N. Y. K.	Sept. 22
E. of Asia C. P. O. S.	Sept. 23
West Hindrod S. & D.	Sept. 24
Khiva P. & O.	Sept. 25
Atlas M. O. S. K.	Sept. 25
Van Waeswyck J. C. J. L.	Sept. 25
Crosskeys A. L.	Sept. 25
Arabia M. O. S. K.	Sept. 27
Korea M. T. K. K.	Sept. 27
Katori M. N. Y. K.	Sept. 30
Eledu P. S. T. Co.	Oct. 1
Ajax B. L.	Oct. 1
Changsha B. & S.	Oct. 1
Hungaria D. & Co.	Oct. 3
St. Albans P. & O.	Oct. 4
Nankin P. & O.	Oct. 7
Tajima M. N. Y. K.	Oct. 8
Baarn M. J. C. J. L.	Oct. 8
Harold D. R. D. Co.	Oct. 9

JAPAN, COAST PORTS, ETC.

Tokini J. C. J. L.	Sept. 6
Kanawna P. & O.	Sept. 6
Chusan B. & S.	Sept. 7
Szechuen B. & S.	Sept. 7
Esang J. M. Co.	Sept. 8
Dakar M. N. Y. K.	Sept. 8
Wakasa M. N. Y. K.	Sept. 8
Mishima M. N. Y. K.	Sept. 9
Namsang J. M. Co.	Sept. 9
Sosho M. O. S. K.	Sept. 9
Sunning B. & S.	Sept. 9
Nankin P. & O.	Sept. 9
Hangsang J. M. Co.	Sept. 9
Hinsang J. M. Co.	Sept. 9
Hailong D. L. Co.	Sept. 10
Takasang J. M. Co.	Sept. 10
Chenau B. & S.	Sept. 11
Chaksang J. M. Co.	Sept. 13
Riojan M. D. & Co.	Sept. 14
Tibodas J. C. J. L.	Sept. 14
Tibodas J. C. J. L.	Sept. 14
Suiyang B. & S.	Sept. 14
Kumsang J. M. Co.	Sept. 14
Hailong D. L. Co.	Sept. 14
Huichow M. B. & S.	Sept. 14
Taiwan M. N. Y. K.	Sept. 15
Borneo M. D. & Co.	Sept. 15
Tjondari J. C. J. L.	Sept. 15
Bengkalis J. C. J. L.	Sept. 17
Sado M. N. Y. K.	Sept. 17
Nikko M. N. Y. K.	Sept. 18
Tjmanook J. C. J. L.	Sept. 18
G. Apar P. & O.	Sept. 19
Sinkiang B. & S.	Sept. 20
Yotorofu M. N. Y. K.	Sept. 31



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SHINYO MARU	22,000	Sept. 6th.
PERSIA MARU	9,000	Sept. 17th.
KOREA MARU	20,000	Sept. 30th.
SIBERIA MARU	30,000	Oct. 12th.
TENYO MARU	22,000	Oct. 23th.

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"AQUARIUS" 15th September.

To CUBA.

"CHIPCHUNG" 15th September.

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RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
TEYPORE (cargo)	5,300	13th Sept.	M'Isa, London & Antwerp.
DILWARA	5,400	13th Sept.	Spain, Colombo & B'bay.
KHIVA	9,000	25th Sept.	M'Isa, London & Antwerp.
NANKIN	6,900	7th Oct.	M'Isa, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,100	7 Sept. 1 p.m.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th Sept.	Sandakan, Tharley, Island, Calcutta, Townsville, Brisbane, Sydney and Melbourne.
ST. ALBANS	4,500	4th Oct.	

SAILINGS TO SHANGHAI & JAPAN.

KANOWNA	7,000	7 Sept. 10 a.m.	Moji & Kobe.
NANKIN	6,900	9th Sept.	Shanghai & Japan.
G. APCAR	4,900	19th Sept.	Shanghai & Japan.

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KATORI MARU Thursday, 30th Sept. at 11 a.m.

TAJIMA MARU Friday, 8th Oct. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

KAGA MARU Thursday, 9th Sept. at noon.

YOKOHAMA MARU Friday, 17th Sept. at noon.

HAMBURG, LONDON & ANTWERP

MARSEILLES & LIVERPOOL via S'pore, C'bo, Suez & Port Said.

TOTTORI MARU Tuesday, 23rd September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Wednesday, 22nd Sept. at 11 a.m.

NIKKO MARU Wednesday, 20th Oct. at 11 a.m.

NEW YORK

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TAJIMA MARU Wednesday, 15th September.

YTOROFU MARU End of September.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Saturday, 19th Sept. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

MISHIMA MARU Wednesday, 8th Sept. at 11 a.m.

DAKAR MARU Wednesday, 8th September.

WAKASA MARU Wednesday, 8th September.

SADO MARU Friday, 17th Sept. at 11 a.m.

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Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	11th Sept.	16th Sept.	Shanghai.
Tjileboet	Java	12th Sept.	14th Sept.	Java.
Tjimanok	Java	13th Sept.	18th Sept.	Yokohama.
Bengkalis	Manila	14th Sept.	17th Sept.	Java.

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Tjibodas	Java	10th Sept.	16th Sept.	San Francisco.

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LONDON	"SWAZI"	18th Sept.

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S.S. WEST HIXTON	Oct. 7	S.S. WEST HIXTON	Oct. 10

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SHANGHAI	Esang	Wed. 8th Sept. at d'light.
SHANGHAI via Swatow	Hangsang	Thur. 9th Sept. at d'light.
STRAITS & Calcutta	Namsang	Thur. 9th Sept. at 3 p.m.
SANDAKAN	Minsang	Fri. 10th Sept. at noon.
MANILA	Taksang	Fri. 10th Sept. at 3 p.m.
KOBE	Chaksang	Mon. 13th Sept. at 3 p.m.
STRAITS & Calcutta	Chaksang	Tues. 14th Sept. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta via Swatow and Hongkong to Japan.

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All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

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TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

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S.S. "NAMSANG" will be despatched on 9th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

S.S. "KUMSANG" will be despatched on 14th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

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General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
H'HOW, PHOI & H'PHONG	K'along	7th Sept. at 8 a.m.
AMOY, SHAI & PUKOW	K'along	7th Sept. at 10 a.m.
SWATOW & BANGKOK	Chusan	7th Sept. at noon.
WUHU	Wuhu	8th Sept. at noon.
SHANGHAI	Tientsin	8th Sept. at 4 p.m.
SHANGHAI	Sunling	9th Sept. at noon.
SHANGHAI & TSINGTAO	Chenan	11th Sept. at 4 p.m.
AMOY, SHAI & PUKOW	Suiyang	14th Sept. at 10 a.m.
WEIHAIWEI, CHEFOO and TIENSIN	Muichow	14th Sept. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

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Hongkong Sept. 6, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Halching	A. H. Stewart	FRI. 10th Sept. at 2 p.m.
Halhong	J. S. Thomson	SAT. 11th Sept. at 2 p.m.
Halhong	W. C. Farnmore	TUES. 14th Sept. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.	via Suez	15th Sept.
"HIRMINGHAM CITY"	via Suez	15th Sept.
"WEST OF DUSKIN"	via Suez	15th Sept.
"AMT"	via Suez	15th Sept.

Calling also at Boston.

Steamers proceed via Suez Canal or Panama Canal/Juan Fernandez option.

Subject to change with out notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

SHIPPING.

VESSELS ARRIVED.

The R. I. S. N. Company's JAPAN brought on Saturday from Kobe and Moji 2,200 tons of general cargo for Hongkong and 1,600 tons for Calcutta. She experienced rough weather. Mooring A 23.

From Dairen on Saturday the RHESUS delivered here 5,000 tons of wheat. She also experienced heavy confused sea—Mooring A 23.

Thos. WUHU brought yesterday from Bangkok a full cargo of teak wood.—Mooring C 43.

Yesterday the Messageries Maritimes' ARMAND BEHIO brought 800 tons of general cargo for Hongkong from Marseilles and Saigon. She carried 113 first-class passengers.—Mooring A 21.

From Saigon the Portuguese vessel SUNTAK delivered here yesterday 937 tons of general cargo.—Mooring C 13.

The M. B. K.'s SANKA M. brought yesterday from Miko 3,124 tons of coal.—Mooring D 34.

From Seattle the DELIGHT arrived this morning with 400 tons of general cargo.—Mooring B 12.

The s.s. YUNNAN came into port yesterday from Hongkong with 1,110 tons of coal for Hongkong and 1,290 tons of coal for elsewhere.—Mooring B 31.

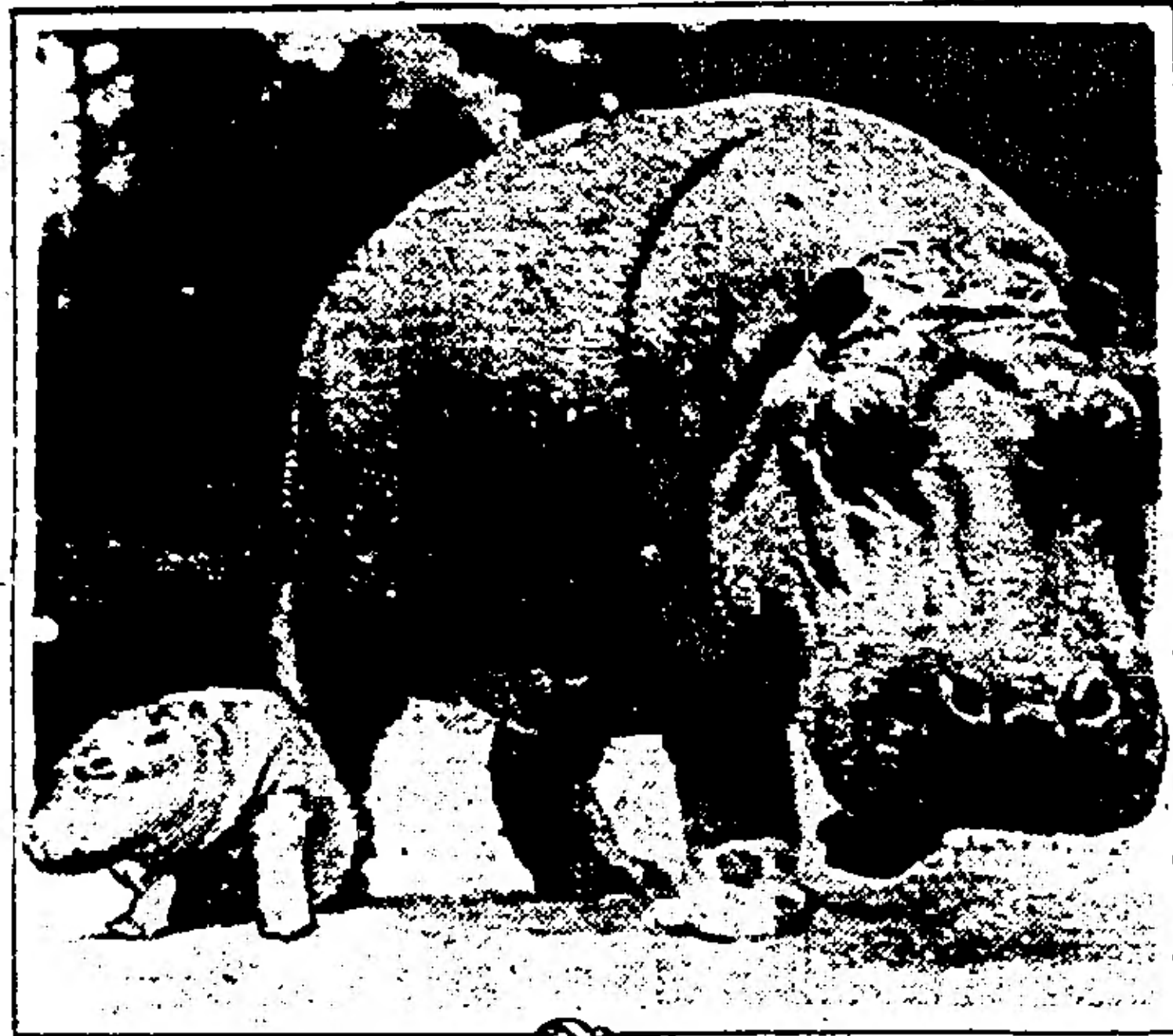
MOVEMENTS OF STEAMERS.</

TO-DAY'S PICTURES.



THE PREMIER.

This is the latest photograph taken of Mr. Lloyd George.



BABIES OF THE ZOO.

Here are some snapshots of babies of the Zoo. On the left is Mrs. Hippo and child; in the centre, Baby Capuchin Monkey; and on the right, Little Llama and her mother.



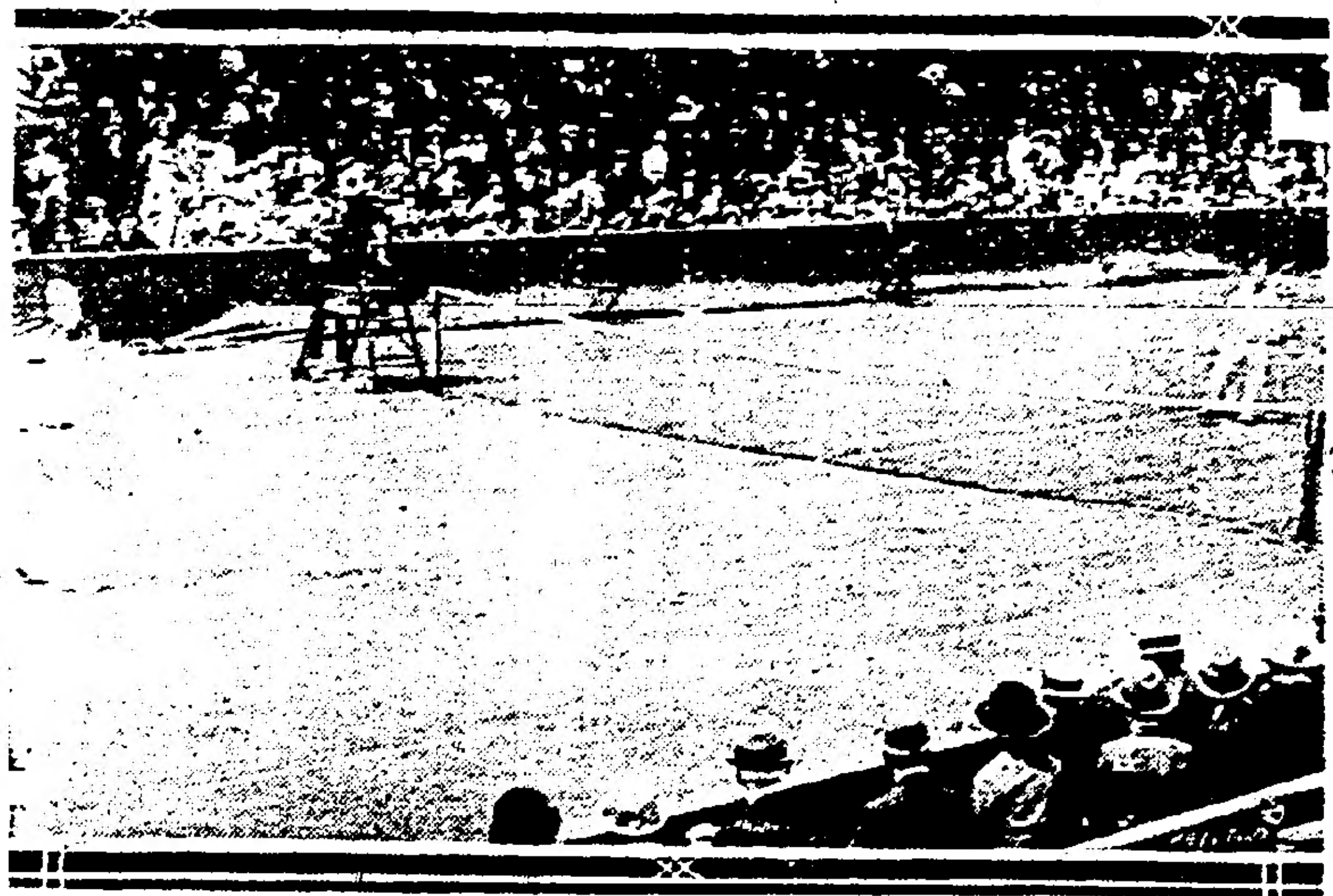
M. KRASSIN.

A recent portrait of the Russian trade delegate.



LUCKY LIPTON!

Miss Evelyn Law congratulating Sir Thomas Lipton on Shamrock's second win.



THE DAVIS CUP.

One of the Davis Cup matches in progress at Wimbledon.

DOINGS OF THE DUFFS.

Wilbur Couldn't Stand Staying Out.

BY ALLMAN.



BANK.

100-443887-100

ENTERTAINMENTS

TEL. No. 1743. **CORONET** TEL. No. 1743.

IN

"HER ONLY WAY"
 SAUB COMEDY. — PATHE NEWS.
"AROUND THE TOWN."
 At 7.15 p.m.
"LITTLE RED DECIDES"
 AND COMEDIES.

Figure 1 is a line graph showing the percentage of respondents who believe that the use of force is justified in various circumstances. The x-axis represents the percentage of respondents who believe that the use of force is justified, ranging from 0 to 100. The y-axis represents the percentage of respondents who believe that the use of force is justified, ranging from 0 to 100. The graph shows a positive correlation between the two variables, with a regression line and a confidence interval.

HONGKONG THEATRE

TO-NIGHT! _____ **TO-NIGHT!**

William Fox

presents

JUNE CAPRICE

in

“PATSY”

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CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.